Magistrate is at fault, but because the work of his assistants is defective. If at any time you find there are extreme cases of delay and bring it to notice, the Government will deal with the person at fault and thereby prevent the recurrence of such delays.

72. Proposed North Travancore railway.

MR. PARAMESVARAN PILLAI KRISHNA PILLAI (*Member, Municipal Council, Alwaye*) prayed that the proposed North Travancore railway line should pass through the taluks of Minachil, Todupuzha, Muvattupuzha and Kunnatnad which were neglected in the matter of communications. The line should proceed from Ettumanur *via* Kuttattukulam, Muvattupuzha and Perumbavur to Alwaye. The line suggested would not only open up the country, but be cheaper as, by taking the other line, land compensation would be heavier. The cost of construction would be lower if the alignment were moved to the east where the soil was hard. The Vembanad lake and the lower reaches of the Muvattupuzha river provided ample facilities for communication in the western region and the policy should not be to add to the already abundant conveniences in one place, but to provide the minimum requirements in places which were entirely devoid of communications. The line should pass through the middle of the country east of the lake. Muvattupuzha and the neighbouring places were fast becoming thickly populated. Hill produce could be easily transported along the route suggested.

Alwaye deserved to be a junction. It contained the highest seats of learning of the various communities and religions in the State and might be the seat of the future Kerala University. It was the emporium for the up country and possessed a salubrious climate. It was near Ernakulam and the Cochin harbour; and if and when, for administrative convenience, Kottayam Division was bifurcated, Alwaye would be the headquarters of the new northern Division.

The Member requested that all these facts be considered before the alignment was finally decided on.

DEWAN'S REPLY: Mr. Krishna Pillai, I understand that your representations are, firstly, that Muvattupuzha should be opened up and linked up with the railway system, and, secondly, that Alwaye should be made the terminus of the North Travancore extension. That it is imperative to open up Muvattupuzha and link up Muvattupuzha with the railway system, I quite agree. But that Alwaye should be made the terminus of the North Travancore line is a matter in which neither the Government nor their Railway Adviser could agree. The proposed line is to pass through Ettumanur *via* Talayolaparambu and on to Trippunittura and Ernakulam. That being the case, as Ernakulam is already connected with Alwaye by rail, it follows that this line continues with the existing system on to Alwaye. If you want to take it to Alwaye direct, it means that 22 miles more of railway line should be constructed. All the traffic that passes through and from Travancore has first to go to Alwaye, then to be brought to the Cochin harbour. The Ernakulam-Shoranur line is going to be converted into a broad-gauge line. Our line will be only a narrow gauge; and therefore, if your suggestion is adopted, the goods have to be transferred from the narrow gauge to the broad gauge at Alwaye. In view of all these considerations, it is not possible to carry this particular line to Alwaye. Muvattupuzha will probably be served later on by a feeder line.

73. Railway communications.

MR. E. T. C. FARR (*Member, South Travancore Planters' Association*) represented the great inconvenience and loss caused to the trading and travelling public by the breaches on the railway line near Shermadevi which occurred more or less regularly every year during the north-east monsoon. In November 1925, the line was breached and goods were held up for over three weeks with the result that heavy financial loss had to be sustained owing to inability to get the produce marketed; damage was also caused by the uncovered waggons standing in the open rain during the period. For weeks at a time, goods manufactured in the State were held up, and in certain industries, business almost came to a stand-still. The Travancore section

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